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CLASSIFICATION ~~SECRET~~/CONTROL/US OFFICIALS ONLYCOUNTRY Germany (Soviet Zone)REPORT NO. 25X1ATOPIC Staaken AirfieldEVALUATION see belowPLACE OBTAINED 25X1A

25X1A

DATE OF CONTENT 29 December 1950DATE OBTAINED 29 December 1950DATE PREPARED 29 December 1950REFERENCES 25X1APAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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SOURCE

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1. No aircraft were parked at the Staaken (N 53/Z 65) airfield between noon and 6 p.m. on 18 November 1950. (1) The hangars were closed. There was no flying.

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2. A radio installation, consisting of four masts about 8 meters high and 15 meters apart and a wooden cabin 2 meters square, set in the middle of the masts, was set up about 500 meters west of and in line with the runway. A light was on in the cabin at night. Two open trucks and a metal mast which was extended about 10 meters were about 50 to 60 meters northwest of the radio installation. Two telephone wires led from a telegraph pole to one of the trucks. (2)

3. The runway was illuminated by 14 lights on each side. From east to west there were two red, six white, two red, and four white lights. The lights were switched on at dusk. Four spotlights about 50 cm in diameter, and facing west were set up between the western end of the runway and the four-masted radio installation. There was an occupied shed both to the east and the west of the spotlights, which were not switched on. (3) Lights on metal poles about 3 meters high and 100 meters apart were located on the northern edge of the landing field, 20 meters south of the railway bed. They beamed their light upward. The light farthest to the east was connected by a cable with a cabin next to it. Another row of lights, about 30 meters apart and fitted on 2.5-meter wooden poles, was about 30 meters south of the railway bed. The lights, five of which were switched on at dusk, pointed toward the north.

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4. No aircraft were seen at the field between 23 October and 25 November. All hangars were closed between 8 and 9 a.m. on 25 November. No planes were parked outside the hangars and there was no activity. (1) Three sentries with blue epaulets were seen in the northern section of the field. The radio installation west of the field was unchanged and was occupied.

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Approved For Release 2002/08/08 : CIA-RDP82-00457A006800290010-2

Next Review Date: 2008

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2

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5. No aircraft were seen at the field between 7 and 19 November. Small wooden cabins, 150 meters apart, were on the northern section of the field. They were connected with telephone wires and occupied by sentries. The sentries previously stationed in the southern section of the field were withdrawn. The radio installations west of the field were still there. A new installation consisting of four masts with a cabin in the center was observed about 300 meters south of the western end of the E-W runway.
6. A large motor vehicle was parked in a small woods in front of the flight control station. [redacted] Lights were set up along the E-W runway.
7. Between 1 and 2:30 p.m. on 21 November, two twin-engine low-wing monoplanes with the numbers 6 and 9 on their single rudder assemblies made local flights in good visibility.
8. All hangars at the field were open at 9:30 a.m. on 22 November. Four twin-engine transports were parked in the easternmost hangar. (1) Two single-engine biplanes took off and headed southwest when the visibility was good and the sky slightly cloudy. A radio truck with a rod antenna as high as the antennae of the radio installation was seen for the first time beside the radio installation. Four spotlights bearing their light to the west and slightly upward were located on both sides of the western end of the E-W runway.
9. The occupation of the field was unchanged between 24 and 26 November. A twin-engine plane made local 15-minute flights between 4:15 and 10 p.m. The visibility was poor and the cloud base low. Two landing lights were seen on the plane when it landed. During the flights the spotlight at the field, located not far from the radio installation, rotated in a clockwise direction at intervals of 1 to 3 minutes. At 6 p.m. the field was brightly illuminated for one minute by a blue light, similar to that of neon tubes. The light was not produced by flash bombs because it came from below and not from above. A similar observation was made at the field several months ago. (4)

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- [redacted] Comments.
- (1) Some twin-engine transports have been parked at the Staakon airfield since the ground attack regiment was transferred to Justerbog-Altes Lager.
- (2) [redacted] 25X1
- For location of radio installation, see annex.
- (3) The runway lighting facilities described are believed to be at the field. 25X1
- (4) The airfield was probably illuminated by searchlights set up on the edge of the landing field.

1 annex: 1 - sketch on ditto.

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